

<b>Emmonak: Rehabilitation, Apron Expansion and Runway Safety Area Improvements</b>	<b>FY2008 Request:</b>	<b>\$2,200,000</b>
	<b>Reference No:</b>	<b>43241</b>

<b>AP/AL:</b> Allocation <b>Category:</b> Transportation <b>Location:</b> Emmonak <b>House District:</b> Bering Straits <b>Estimated Project Dates:</b> 07/01/2007 - 06/30/2012 <b>Appropriation:</b> Airport Improvement Program	<b>Project Type:</b> Construction  <b>Contact:</b> John Torgerson <b>Contact Phone:</b> (907)269-0724
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**Brief Summary and Statement of Need:**  
 Expand the existing apron and taxiway, resurface the operational surfaces of the runway, and rehabilitate the safety areas. Install new lighting. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage and by improving the mobility of people and goods.

Funding:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$2,200,000						\$2,200,000
<b>Total:</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,200,000</b>

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input checked="" type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
5% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Additional Information / Prior Funding History:**  
 Rehab and Apron Expansion - FY2007 - \$950,000 FY2005 - \$3,531,250; Runway Safety Area Improvements - FY2007 - \$600,000

**Project Description/Justification:**  
 This airport was recently made a postal hub which has increased traffic especially air cargo traffic and created serious congestion on the apron. The apron is leased to capacity and the taxiway is too narrow for the traffic. The runway surface has settled differentially resulting in inadequate surface especially for the cargo aircraft. The south threshold lights for example are on 4 foot stem extensions. The south safety area has settled to the point where it can no longer be considered functional as a safety area. The taxiway is very narrow now due to settling and the apron has several dips requiring a substantial leveling course.